

U.S. Department
of Transportation

United States
Coast Guard



Commander
United States Coast Guard
Atlantic Area

431 Crawford Street
Portsmouth, Va. 23704-5004
Staff Symbol: (Aowb)
Phone: (757)398-6629

12/28/99 - GPS - *Wading*
Please distribute *USCG*

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16 Dec 99

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DEC 28 1999

STRUCTURAL ENGINEERING
DEPT. OF TRANSPORTATION
DESIGN POLICY & STANDARDS

Mr. Harry A. Capers, Jr., P.E.
Manager, Structural Engineering
New Jersey Department of Transportation
PO Box 600
Trenton, NJ 08625-0600

Dear Mr. Capers:

We reviewed the plan sheets forwarded by your letter of November 29, 1999, for the rehabilitation of the Route 542 Bridge across Wading River in Burlington County, Washington and Bass River Townships, New Jersey. Since the proposed rehabilitation will not significantly alter the clearances or configuration of the bridge, a formal Coast Guard permit is not required. However, we have no objections to the work as described in your letter, and work in the waterway is authorized provided the following stipulations are adhered to:

- a. The contractor must notify us at least 30 days in advance of the rehabilitation, and any work or structures placed in the water which may be obstructions to navigation so we can publish the information in our Local Notice to Mariners. Please advise us of the location and type of construction plant that will be used in this activity. Plans showing this information as well as the sequence of operations should be provided to us at the time of the 30-day advance notification.
- b. Barges that will be in the waterway during the work must be marked in accordance with Title 33 Code of Federal Regulations, Section 118.95 which outlines temporary marking and lighting requirements. If barge anchor lines are used, they must be marked by anchor buoys which should be lighted. Enclosure (1) is a copy of this regulation and is attached for your information. If you should have any questions regarding lights on the barges, please contact Mr. John Walters, Chief, Planning and Waterways Management Section, at (757) 398-6230.
- c. There shall be no permanent change in the approved clearances of the bridge as a result of this work.

With regards to navigational lighting of the bridge, a copy of our bridge transmittal letter is provided which indicates that the requirement to display these lights have been waived.

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STRUCTURAL ENGINEERING
DEPARTMENT OF TRANSPORTATION
TRENTON, NJ 08625

If you have any further questions regarding this matter, please call Mr. Waverly W. Gregory, Jr., at the above listed telephone number.

Sincerely,



ANN B. DEATON
Chief, Bridge Administration Section
By direction of the Commander
Fifth Coast Guard District

Encl: (1) USCG Temp Marking & Lighting
(2) Copy of transmittal letter dtd November 15, 1982

Copy: Group Atlantic City
MSO Philadelphia, Waterways Management

Commander (oan-br)
Third Coast Guard District
Governors Island
New York, NY 10004
(212) 668-7165

16591/5.0H/Wading River/NJ

NOV 15 1982

Mr. Michael J. Conda
Burlington County Board of Chosen Freeholders
Maple Avenue
Mounty Holly, NJ 08060

Dear Mr. Conda:

Forwarded, herewith, is a copy of Bridge Permit 16-82-3 dated 11 Aug 1982 approving the location and reconstruction of the existing Route 542 Bridge across Wading River at mile 5.0, Burlington County, New Jersey.

The requirement for the display of navigational lights at this bridge is waived; however, this waiver may be rescinded at anytime in the future should night time navigation through the bridge be increased to a significant level as determined by the District Commander (generally to be four or more passages per week between the hours of sunset and sunrise).

This office shall be notified 30 days prior to the actual commencement and completion of this bridge so that the appropriate commencement or completion items may be prepared for publication in the Local Notice to Mariners.

The proposed construction work is approved subject to these provisions:

a. Two copies of the contractors plan and schedule of operation, approved by Burlington County, shall be submitted to this office for approval at least 14 days prior to commencement of any work in the water. The plan and schedule or sequence of operation shall include: a sketch of the waterway: the bridge; the location of any restrictions that will be placed in the waterway such as barges, anchors and anchor lines; the location and height above mean high water of any scaffolding or netting; the placement, type and dimensions of cofferdams, if used; method of screening silt from dewatering operations and a projected set of dates and length of time each operation will take. The schedule should also include the hours of operation and whether or not the equipment will be removed at night. The contractor will be required to comply with all provisions of the Coast Guard Navigation Rules. One copy of the plan and schedule of operation approved by this office will be returned to you with our approval stamp and/or comments as appropriate.

b. Before commencement of any work in or near the water way, sounding elevation of the Wading River bottom based on the M.O.S. datum shall be taken for the full width of the waterway and for a distance of 100 feet upstream and downstream of the bridge centerline. These soundings shall be taken on a ten foot grid. A copy of the soundings shall be submitted to this office.

c. Upon completion of the bridge, an inspection of the Wading River bottom shall be performed again to insure that all bridge construction waste materials from the existing bridge to be demolished and the placement bridge have been completely removed from the waterway in accordance with conditions 2 and 4 of the bridge permit. This inspection shall consist of both a fathometric survey (soundings) and a wire drag. The fathometric survey shall be taken on a ten foot grid and cover the area surveyed previously. The wire drag shall be performed after a review and comparison of the soundings have been made by the Coast Guard and when adequate manpower and equipment are available at the bridge site to locate and remove any waste materials or debris. The wire drag shall be conducted in the presence of a Coast Guard representative. Arrangements shall be coordinated with the Coast Guard by calling (212 664-7994) at least one week in advance of the desired date of inspection. A preliminary sweep by the contractor prior to the official survey has in a number of instances proven beneficial.

d. Black and white 8 1/2" x 11" glossy photographs of bridge structures shall be taken from the mariners view point; both upstream and downstream of the bridges. Three copies of each picture shall be forwarded to this office for record purposes.

e. The as built clearances shall be verified by a responsible official of Burlington County and a statement attesting to the correctness of the clearances be forwarded to this office for record purposes. In lieu of verification by a county official, certification by a licensed surveyor or a registered professional engineer registered in the state of New Jersey will be accepted.

f. During the progress of work should any material, machinery or equipment be lost, dumped, thrown overboard, sunk or misplaced which may be dangerous to or obstruct navigation, immediate notice shall be given to the Coast Guard and the object must be removed with the utmost dispatch. Until removal can be effected the objects shall be properly marked in order to protect navigation. Notice to the Coast Guard shall give a description and location of any such object and the action taken or being taken to protect navigation.

g. It shall be the responsibility of the contractor to insure that channel depths are not affected by the work. Should it be suspected that the channel depths may have been impaired or that an obstruction may exist from the work, the contractor shall upon request of the Coast Guard or Corps of Engineers, provide the necessary equipment and personnel to undertake a survey to determine the presence of any obstruction, objects, or silting that may have occurred during construction. The cost for this work is to be borne by the contractor.

h. Should the applicant fail to ensure that the contractor complies with these requirements and should the Federal Government be required to take action for the protection of navigation the Government reserves the right to recover costs for such work from the applicant, the contractor, or both as applicable.

i. Spillage of oil and hazardous substances is specifically prohibited by Section 311 of the Federal Water Pollution Control Act, as amended. Measures including proper maintenance of construction equipment; arrangement of the fuel handling areas so as to permit spills to be contained before reaching a waterway; instructing personnel not to dispose of oil and other such materials into drains or into the waterway directly, as well as other procedures should be planned to prevent spillage. If, in spite of such planning, oil is spilled into a waterway, the U. S. Coast Guard is to be notified immediately at 800-424-8802 at all items. A supply of hay, straw or other absorbent could be retained so that it may be rapidly deployed to soak up any possible spillage, pending Coast Guard arrival on scene.

Should archaeological resources be encountered during construction operations, all work, in the vicinity of the resource, shall cease and consideration given to recovery by an archaeologist of recognized competence.

The government assumes no responsibility for any damages sustained or caused by the contractor's equipment or barges being anchored or moored at the aforementioned location and that this approval shall not act as a waiver of liability for any damage that may result from the applicant's operation.

Sincerely,

W. C. Heming
Bridge Administrator
By direction of the District Commander
Third Coast Guard District

Encl: (1) Copy of Bridge Permit 16-82-3 dated 11 Aug 1982 w/approved plans

Copy to: (1) U. S. Army Corps of Engineers
Operations Division
Philadelphia District
U. S. Custom House
2nd & Chestnut St.
Phila. PA 19106

(2) A. G. Lichtenstein
17-10 Fair Lawn Ave.
Fair Lawn, NJ 07410

Blind Copy to:

(1) Commanding Officer
U.S. Coast Guard Station
Beach Haven, NJ 08008

(2) Bridge Section - Operations
Ernie Feemster

Naughton/FC

***LIGHTING REQUIREMENTS FOR BARGES AND STRUCTURES NOT PART OF A
BRIDGE OR APPROACH STRUCTURE***

88.13 Lights on barges at bank or dock.

- (a) The following barges shall display at night and, if practicable, in periods of restricted visibility the lights described in paragraph (b) of this section -
 - (1) Every barge projecting into a buoyed or restricted channel.
 - (2) Every barge so moored that it reduces the available navigable width of any channel to less than 80 meters.
 - (3) Barges moored in groups more than two barges wide or to a maximum width of over 25 meters.
 - (4) Every barge not moored parallel to the bank or dock.
- (b) Barges described in paragraph (a) shall carry two unobstructed white lights of an intensity to be visible for a least one mile on a clear dark night and arranged as follows:
 - (1) On a single moored barge, lights shall be placed on the two corners farthest from the bank or dock.
 - (2) On barges moored in group formation, a light shall be placed on each of the upstream and downstream ends of the group, on the corners farthest from the bank or dock.
 - (3) Any barge in a group, projecting from the main body of the group toward the channel, shall be lighted as a single barge.
- (c) Barges moored in any slip or slough which is used primarily for mooring purposes are exempt from the lighting requirements of this section.

33 CODE OF FEDERAL REGULATIONS, SECTION 118.95

LIGHTS ON STRUCTURES NOT PART OF A BRIDGE OR APPROACH STRUCTURE

Lights on sheer booms, isolated piers, obstructions, and other structures not part of a bridge or approach structure must meet the requirements for aids to navigation in Subpart 66.01 of Part 66 of this chapter

33 CODE OF FEDERAL REGULATIONS, SECTION 66.01-10

- (a) The characteristics of a private aid to navigation shall conform to the United States Aids to Navigation System described in Subpart B of Part 62 of this subchapter, except that only tungsten-incandescent light sources will be approved for electric lights.

Therefore in accordance with 33 CFR 66.01-10(a), the above lights shall be marked with slow flashing yellow lights visible for two miles on a clear dark night. Lights similar to the Tideland ML-120 Barge Light may be used.